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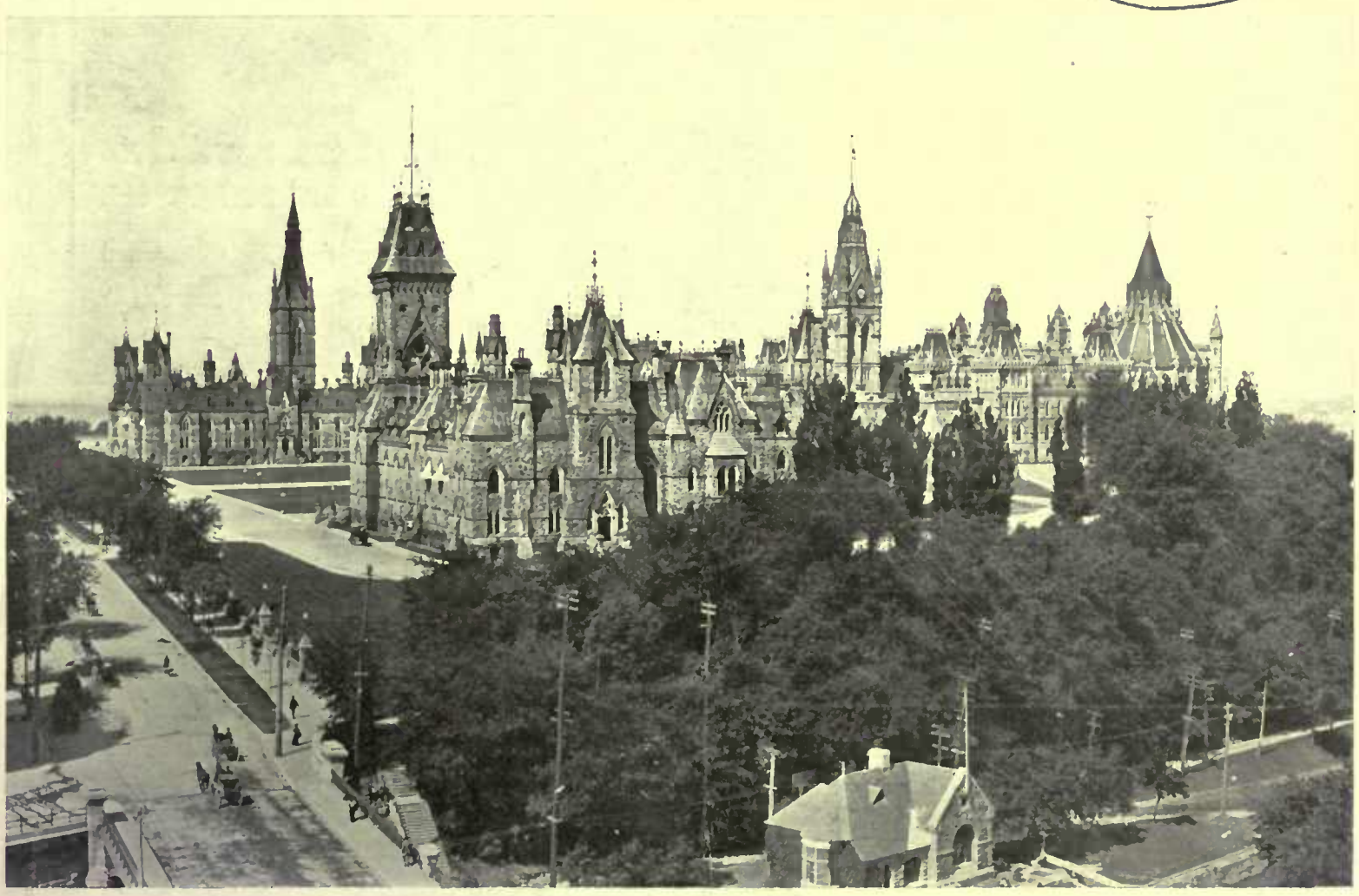

NOV., 1908
Vol. VI. New Series No. 11

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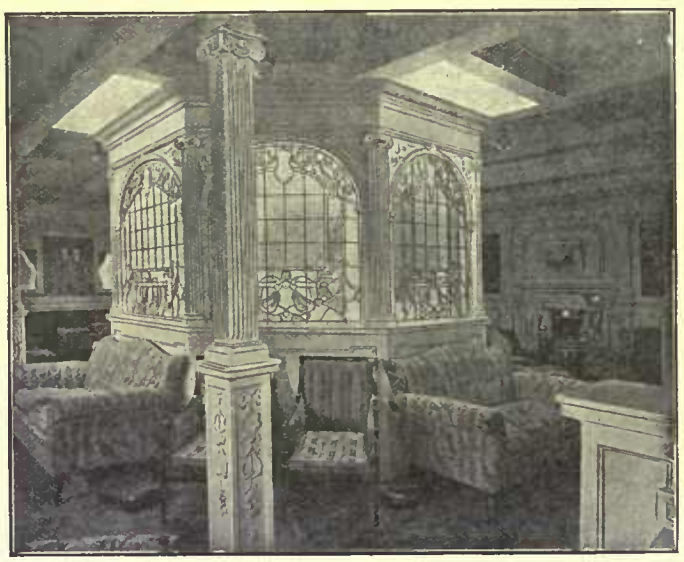

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Corsican	"	18 "	6.00 a.m.
*Virginian	"	25 "	5.00 a.m.
Tunisian	"	2 Oct.	5.30 a.m.
*Victorian	Thur.	8 "	10.00 a.m.
Corsican	Fri.	16 "	5.30 a.m.
*Virginian	Thur.	22 "	10.00 a.m.
Tunisian	Fri.	30 "	6.00 a.m.
*Victorian	Thur.	5 Nov.	10.00 a.m.
Corsican	Fri.	13 "	6.30 a.m.

*Royal Mail steamers.

Montreal and Quebec to Glasgow.

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Ionian	Sat.	5 Sept.	
Grampian, new	"	12 "	
Pretorian	"	19 "	
Hesperian, new	"	26 "	
Ionian	"	3 Oct.	
Grampian, new	"	10 "	
Pretorian	"	17 "	
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Ionian	"	31 "	

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Beaver Hall Hill,

MONTREAL, CANADA

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MONTREAL, CANADA

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A. H. CLAPP, - - Business Manager

THE CITY HALL, OTTAWA.

ONE of the most imposing of the public buildings of the Capital is the City Hall, where the Municipal Government meets, including the Board of Control, the active work of which came into operation only this year. Large and commodious as this building is it is now found insufficient for the increasing work of the many municipal departments housed within its walls. These comprise, besides the Board of Control, the Board of Works, the Waterworks, Fire and Light, Property Electrical Commission and Board of Health. The Library, Exhibition and Hospital Committees meet elsewhere. This building stands on the site of the old Market Hall. It was commenced in 1875 and completed in the year 1877. The statue in front of the building, on City Hall Square, is in memory of the Ottawa men who died for the Empire in the South African War.

Canadian Life and Resources

Vol. VI. NEW SERIES No. 11 Montreal, November, 1908

PRICE, TEN CENTS
ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME

Sir Wilfrid Laurier whose Government, formed in July, 1896, was sustained for the third time on October 25th.

THE all-absorbing political event of the month was the general Federal elections held on October 26th, and which resulted in the Laurier Government being sustained by a large majority. The victory of the Government was expected, but it was generally thought that its majority would be much smaller than the election returns now indicate that it will be. In the last House there were 214 members and the Government majority on a full division was 64. In the next House there will be 221 members and of these 214 were elected on October 26th. The Government have carried 129 seats, the Opposition 82 and the Independents 2, which gives the Government a clear majority over all opponents of 44. Of the 7 deferred elections—2 in Quebec, 3 in British Columbia, 1 in Saskatchewan and 1 in the Yukon—the Government will win at least four, which will give them a clear majority of 45.

THE Provincial Association of Protestant Teachers of Quebec, at its annual convention held in Montreal during the third week of October elected Miss Mary Laura Ferguson of Montreal President. The Association has been in existence for forty-three years and fully ninety per cent of its members are women, but this is the first time a woman has been elected to the highest office in the organization. For a number of years Miss Ferguson has been engaged in teaching in Montreal and she also takes a very active interest in "women's work."

EARLY in the month word was received from Captain Bernier, commanding the Government steamer "Arctic," sent to explore the northern waters of Canada, that the vessel had left Labrador for Lancaster Sound. She will proceed northward as far as possible before winter sets in, but no further news is expected from the "Arctic" until spring.

DR. R. M. Coulter, Deputy Postmaster-General of Canada, has gone to Australia for the purpose of carrying on negotiations for the establishment of the All-Red Route. In discussing his trip Dr. Coulter in an interview stated: "I have accepted this mission in the hope that something may be accomplished towards the inauguration of an Inter-Empire system of mail and passenger service which all Canadians, regardless of political affiliations, look forward to."

VISCOUNT Milner, who during the month made a tour of Canada from ocean to ocean, was the guest of the Canadian Club of Winnipeg on October 15th, when he delivered an address on the "Imperial Spirit," in the course of which he said: "The Empire is not something belonging to the United Kingdom any more than to Canada, or to Australia, or to any other single portion of it. All the subjects of the King ought to be equal sharers, and so to regard themselves. For my own part, I firmly refuse, and shall always refuse, to regard any quarter of the Empire as otherwise than a part of my country, or its inhabitants otherwise than my fellow-citizens and my fellow-countrymen. . . . A good deal has been said recently about the self-governing States of the Empire, other than the United Kingdom, taking a greater share in Imperial defence. I think that is right, and I believe that they recognize it. But from my point of view it is no less essential that they should take their part in moulding Imperial policy. There are no greater contrasts within the British Empire to-day and at any rate within the self-governing States, than existed in Canada before Confederation, and indeed still exist. You had physical distance and inaccessibility. Nova Scotia is further from British Columbia than from Great Britain, and the then unbridged prairies and Rocky Mountains were out and away a greater obstacle to intercourse than the Atlantic Ocean. You had likewise differences of race. But in spite of all these United Canada is a great accomplished fact to-day. And it has become so without loss of individuality in the several and very diverse States which comprise it, and without violence being done to their distinctive character and traditions. The principles which have been so satisfactory in the making of Canada are applicable in a wider field. The history of our race and of other kindred races for hundreds of years, has many instances in it where never, indeed, without doubt, opposition and criticism at the outset, but with complete success in the end, independent communities, intensely jealous of their independence, have nevertheless solved the problem of effective and enduring union for common purposes without injury to their individual existence and patriotism."

THE semi-annual statement of the Federal Department of Finance for the first half of the current fiscal year shows that the revenue received amounted to $40,727,522, of which a little more than half was derived from customs receipts. The revenue shows a decrease of $9,327,980 from that received during the corresponding period of last year. Current expenditure during the half year amounted to $28,730,418.

Rugby Football—The Hamilton Tigers defeating Montreal on the latter's grounds.

THE twenty-seventh annual meeting of the shareholders of the Canadian Pacific Railway Company was held in Montreal during the first week of the month. The principal feature of the meeting was the fact that the shareholders gave

The first free rural mail delivery box in Canada.

formal authority to the directors to increase the capital stock of the company from $150,000,000 to $200,000,000, the extra fifty million's worth of stock to be issued from time to time as required.

Another important matter was the approval of the action of the directors in securing, at an approximate cost of $2,000,000, a substantial control of the Alberta Railway and Irrigation Company, with which the C. P. R. has been interchanging a considerable amount of traffic.

In the course of his speech Sir Thomas Shaughnessy, President of the Company, said: "The crop just harvested is bountiful and of excellent quality and we have every reason to believe that there will be an early return of sound and active business conditions. Fair progress has been made during the year with all the works of construction and improvement that were in hand, but it is very desirable that the several railway lines now being built should be brought to completion before other works of a like character are undertaken, and, therefore, your directors have decided to restrict operations in this respect for the present at any rate."

THE first rural mail delivery in the Dominion of Canada was begun on October 10th by Mr. George Ross, Dominion Superintendent of the Postal Department. The first route is along the Ancaster road, between Hamilton and Ancaster Village, Ont., a distance of seven miles, and is started with thirty-seven subscribers. Each subscriber is furnished with a locked mail box, which is installed on a post from which a bar is operated on a swivel. The courier does not have to leave his waggon to open the box. The mails will be delivered and collected twice a day.

SPEAKING in Ottawa during the closing week of the electoral campaign, Sir Wilfrid Laurier stated that if the country's revenue continued to increase at the present rate, the construction of the Georgian Bay Canal would be commenced immediately after the completion of the National Transcontinental Railway. He admitted that he had become a convert to the necessity of the canal.

THE Canadian Locomotive Works of Kingston, Ont., on October 19th, closed a contract with the Grand Trunk Pacific Railway Company for 25 engines, to be delivered during the coming year.

THE strike of the mechanics employed in the shops of the Canadian Pacific Railway came to an end early in the month, the strikers accepting the finding of the arbitrators who enquired into the dispute before the strike commenced. The company on its side agreed to take back the strikers as it finds room for them and that there shall be no discrimination against the men because they went on strike.

AT the invitation of the Society for the Advancement of Letters and Arts in Canada, Professor Marcil Dubois of the Sarbonne, Paris, France, delivered a lecture at Laval University, Montreal, his subject being ancient colonial systems compared with modern ones, the conclusion of his comparison being that maritime power was essentiel to the development of every country and colony. A country without a navy was like a bird lacking wings. This fact, proved by history, was, in the mind of the Professor, a warning to Canadians that a people who merely retained possession of their land and cultivated it, without girding their nation with maritime power, would be retarded in their development. To be master of her destiny, he said, Canada, perhaps the most beautiful country in the world, with an ocean on both sides of her and immense inland waters, would have to develop on the sea. This was the lesson taught by all colonial history.

PRESIDENT Hays of the Grand Trunk Pacific Railway stated, in an interview given during his recent visit to British Columbia, that the new Transcontinental Railway will come into Victoria. This was the reason the water-front had been acquired there. The line of the company will run the entire length of Vancouver Island, joining with the main line at Fort George.

A LARGE gathering of old-timers of Southern British Columbia assembled in New Westminster on October 1st to witness the unveiling of the monument to Simon Fraser, the first white man to navigate the river which bears his name.

ON October 6th the Hon. Nelson Monteith resigned from the Provincial Government of Ontario, in which he had held the portfolio of Agriculture, and was succeeded by Mr. James S. Duff, member for West Simcoe.

The unveiling at New Westminster, B.C., by Premier McBride, of the monument to Simon Fraser, the explorer.

ABROAD.

THE London *Standard* in an editorial article has advised Canada to restrict immigration from the backward nations of Europe, with its deplorable consequences for public morals, conditions of labor and the standard of political life.

Rev. Alfred Gandier, the new Principal of Knox College, Toronto, Ont.

WITH the object of holding a great International and Colonial Exhibition at the Franco-British Exhibition, Imre Kiralfy has written to the Consuls-General and agents of Canada and the other British over-seas Dominions and the United States asking their co-operation and support. An international and intercolonial committee will be organized shortly.

THE London *Morning Post* says that financially Australians are capable of creating a naval force, which, in conjunction with a Canadian squadron might eventually release the Empire from dependence upon other allies in the Pacific.

H. C. EWING, Vice-Chairman of the West Indian Association at Glasgow, stated that the Canadian preferential tariff is of no material assistance to British sugar producers. The planters to a great extent had themselves to blame for the preferential tariff becoming a dead letter. No united endeavor was made by them to secure the advantage which the Canadian people obviously intended for West Indian sugar when their Government framed the existing tariff, incredible as it might appear, thousands of pounds were thus annually thrown away.

COLONEL SEELEY, speaking at Liverpool, said he believed the British people were drawing nearer to a great council of the Empire, by which the problems of Asiatic immigration and exclusion, the liberty of the subject, etc., would all be discussed without heat and with full authority and knowledge.

NEGOTIATIONS are progressing for the purchase of a large site on one of the busiest thoroughfares of London for a colonial exchange.

A CABLE from Durban, S.A., says that Sir H. De Villiers, President, addressing the National Union convention, said if the feelings of the rest of the Empire were reflected by what he experienced during the Quebec Tercentenary, those feelings were more than sympathetic.

ON October 19th Sir Charles Tupper was sworn in a member of the Imperial Privy Council. Sir Charles has been a member of the Privy Council of Canada since June 21st, 1870, when he became President of the Council in the first ministry of Sir John Macdonald.

OUR POINT OF VIEW

THE Canadian harvest of 1908 will always be remembered for the fact that for the first time in our history the Western wheat-fields yielded over one hundred million bushels of wheat. Estimates differ as to the exact dimensions of the crop, but all agree that it is something over that figure. We who know the size of the West and the amount of land out there suitable for the cultivation of wheat, look forward with certainty to the year when the wheat crop will be not one but five hundred million bushels. Only strong men are needed to grow such a crop. Nature has given the suitable soil. An intelligent system of constructive Imperialism would transfer from the overcrowded centres of Great Britain one hundred thousand men a year to fill up the West. Six millions sterling a year are to be spent on unremunerative old-age pensions in that country—one-tenth of that sum per annum would yield a 10 per cent return to Great Britain and the Empire if spent on the emigration to the colonies and assistance there of sound men and women for whom there is no suitable place in the economic system in the Old Country.

GIVEN normal conditions the crop of the West will steadily increase each year. Already it taxes all the equipment of the Canadian Pacific and the Canadian Northern railways to move it to the head of the Lakes. The Grand Trunk Pacific will afford some assistance this year in moving the grain and next year it will be in a position to take a great part in the grain haulage. The completion of the western section of this new Transcontinental, which may be expected sometime in 1910, will be a great factor in the upbuilding of the West. But if we look forward to the day when the Western wheat crop is even one-half of the five hundred million bushels we have mentioned above, namely, two hundred and fifty million bushels—when the railways of the West have to move a crop two and a-half times as great as that of this year, it becomes clear that a new outlet for this immense volume of grain must be found. It has long been the dream of many men in Canada to see "No. 1 Hard" being hauled up to Fort Churchill and conveyed from there by the shortest Atlantic route across to Liverpool.

THE Hudson Bay route has emerged from the realm of speculation by the action of the Federal Government in ordering the survey and location of the route from Le Pas up to Fort Churchill. As is well-known, the Canadian Northern Railway has a branch line leading to that point, which is situated nearer to the shores of Hudson Bay than any other railway station. We have been asked many times if we believe in the Hudson Bay route. As an auxiliary outlet for the crop of the West we most emphatically do believe that such a route is necessary to the nation. We believe, moreover, that the Bay steamship route is reasonably safe during four months of the year. There will be mishaps, but the record of the Hudson Bay Company's steamers shows that the shipping risk is not prohibitive to the route as a commercial venture. So far, we imagine, we carry most of our readers with us. The point at issue is—who shall construct and operate the line?

FOR ourselves we are perfectly clear that the Government of the country must in some form or other take a considerable part in this great and costly enterprise. They must either build it themselves or give a very big subsidy to some railway corporation to build it. We infinitely prefer the latter course. Samuel Pepys wrote in his quaint diary two hundred and fifty years ago that he found it cost the King—Charles II.—more to buy goods than anyone else. It costs governments to-day more to build railways than anyone else. We need not set out the reasons—they are well-known. We hold that the best policy for the nation in this matter would be to give such assistance to a recognized and reputable railway company as would enable them to obtain the funds necessary to construct the line and to reap the reward of the enterprise when the railway was finished.

SUCH assistance ought to take the form of a Government guarantee of the bonds issued to raise the money to build the roadbed and of a substantial grant of land in the country through which the line will pass. The financiers in the Old Country, without our knowledge of Canadian conditions and with less optimism than is our most valuable possession, are naturally chary about taking the risks involved in a scheme such as this. Our Government must show its confidence first. As to what railway corporation ought first to be given the chance of building this line there will not, we imagine, be much difference of opinion. Not only by their steady advocacy of the route but by their practical expression of confidence in building their line as far north as Le Pas, the Canadian Northern Railway have earned the right to be the creators of this Hudson Bay Railway. They have a network of lines in the West which would immediately serve as a feeder to a Hudson Bay branch. We hope something definite may be decided upon in the near future. We must anticipate our needs and one of the most apparent needs of Canada in the next ten years is the inauguration of the Hudson Bay route to Great Britain.

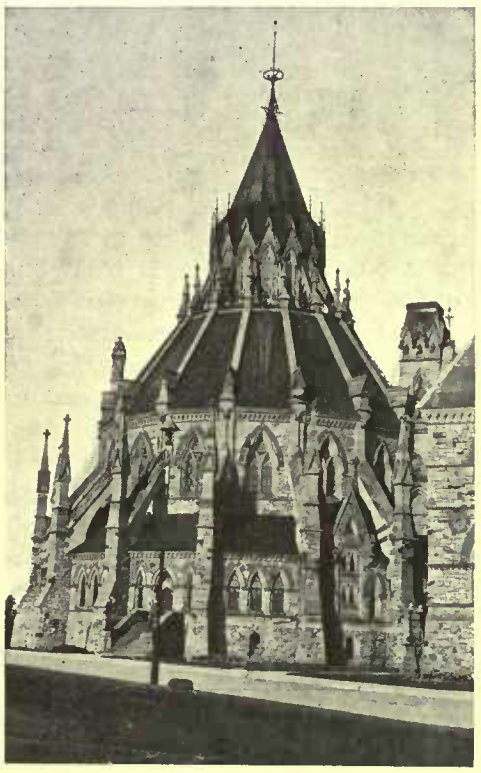
ANOTHER feature of the season of 1908 has been the growing popularity of Montreal as a port. The geographical advantages of the St. Lawrence route have been becoming more and more apparent each year since the channel was deepened and made safe by modern shipping safeguards, but not until this summer has the full superiority of our great port as a grain shipper been realized by American wheat exporters. An immense amount of grain has been diverted from the southern shipping centres to the port on the St. Lawrence. The American railways have been quite unable to compete with the Canadian route, because to lower their rates to a corresponding figure would be ruinous.

THE statistics of wheat exports from the United States and Canada for June and July indicate the extent of the diversion. During those two months there went out from the Canadian port for various European points 7,901,262 bushels of wheat, while the combined shipments from the five leading Atlantic ports of the United States amounted to 7,585,581 bushels. As a consequence over forty steamship companies have appealed to the Trunk Line Association for more favorable grain rates. But no reduction of railway rates will ever do away with the superiority of the St. Lawrence route.

THE only way the United States can compete with any hope of success with Canada in the transportation of grain to Britain is by improving their canals. But the Montreal route has the advantage which can never be reduced of shortening the distance across the Atlantic. The scheme for a new Welland canal by effecting a saving of three cents a bushel from Fort William to Montreal would still further advance Montreal's position.

THE FEDERAL CAPITAL

BEAUTIFUL OTTAWA, ITS SCENIC AND ARCHITECTURAL ATTRACTIONS, ITS COMMERCIAL AND INDUSTRIAL DEVELOPMENT AND ITS BRIGHT PROSPECTS OF STEADY AND SUBSTANTIAL GROWTH



The Library of Parliament.

IT was Queen Victoria who fixed upon Ottawa to be the seat of Government in Canada, and it requires no great discernment to foresee for this beautiful city a reign as prosperous and, perhaps, as glorious as her own.

It is built upon the site of Bytown, which was incorporated in 1847, and re-incorporated as Ottawa on January 1st, 1855. It is said that Colonel By, the gallant officer of the Sappers and Miners, of whom so many anecdotes are told, predicted as early as 1827 that this would be the capital, but it remained for her late Majesty, after much petitioning from other cities anxious for the coveted honor, to decide in the year 1858 in its favor, and the first stone of the present Parliament Buildings was laid in 1860 by King Edward VII., then Prince of Wales.

Without belittling the claims of other cities to be the Capital of the Dominion, it is safe to say that it would be impossible to surpass Ottawa either for beauty of situation or convenience, and every year additions are being made in fine buildings or by the preservation and embellishing of those natural charms on which the beauty and healthfulness of a great city so much depends.

In a now scarce pamphlet written by Mr. Chas. Pope, and published in the year 1867, an entertaining account is given of the building of the first bridge in 1827, which was commenced by Captain Osterbrooks of the Artillery, who brought down a brass cannon "to give off a rope across the channel, 240 feet wide, to Chaudiere Island." By means of an inch rope, trestles and chains, communication was established and "planked on the top, till the planking from each shore reached within ten feet of joining in the middle, when the chains broke and precipitated the workmen and tools into the channel." "Three men," we are told, "were drowned and the others swam ashore, and this checked further progress for a time."

However, with that indomitable perseverance which must characterize the conquerors of a great continent, a second bridge was soon after attempted in accordance with a plan approved by the redoubtable Colonel. This bridge also neared completion, when "the prevalence of a gale caused the whole structure to turn upstream, against the wind," and it is related of Mr. Drummond, the chief workman, that he shed tears at this unlucky event.

The Observatory at the Experimental Farm.

"A third bridge," it is good to know, "actually reached completion and stood travel for about twelve years, when it too followed in the wake of its predecessors and communication was had by means of a ferry until 1843, when the present magnificent structure was commenced."

Looking up Wellington street—the Government Departmental Buildings on the right and the Postoffice on the left.

So much for the early days of the Capital City of Canada—but it is not the purpose of this article to review the past but to describe by means of pictures and reliable and recent statistics, its present and possible future development.

Intersected by three rivers—the Ottawa, the Gatineau and the Rideau, besides the well-known Rideau Canal—having connection with the coast, the interior and its suburbs by no less than twelve railways, it is not surprising that the population of the city has risen to the respectable figure of 81,000, exclusive of Hull on the opposite bank of the Ottawa River, but in the Province of Quebec. The present area of the city is 3,365 acres; total mileage of streets 141.8; of permanent pavements 13.94; mileage of water mains 112.89; of concrete walks 128.60; sewers 78.52; street railway tracks 29.19; railway tracks in suburbs 17. The park area in the city is 237 acres, with 1,200 acres adjoining the rifle ranges, this being exclusive of the recently acquired Prince Arthur's Islands of over 14 acres.

The civic government of the Capital consists of a Mayor and sixteen Aldermen, representing eight wards, and a Board of four Controllers presided over by the Mayor—at present D'Arcy Scott, Esq., who is now completing his second year of office. The Mayor is in receipt of an *honorarium* of $2,500 a year, and each Controller of $1,000, but the Aldermen are not paid, and the payment of the Controllers came into effect only this year. The Mayor is chosen, as in other Ontario cities, by the electorate.

A view of the Driveway showing how the bank of the Rideau Canal has been beautified.

Ottawa was the first city in Canada, and one of the first on the continent, to adopt electricity for lighting purposes, and the city operates its own lighting plant in active opposition to a private enterprise. The waterworks system has been developed out of plans submitted by Mr. T. C. Keefer, C.E., in 1859, but definite action was not taken until the year 1871, since when the plant has continued to develop until over $1,600,000 have been expended up to date. The system is that of direct supply, the water being pumped from about 3,000 feet above the Chaudiere Falls.

The Lovers' Walk on Parliament Hill.

The street railway is in the hands of the Ottawa Electric Railway Company, to which a 30 years' franchise was given, terminable on August 13th, 1923.

Of the eight largest cities in Canada Ottawa has the smallest net debt per head of population, this being only $30.05.

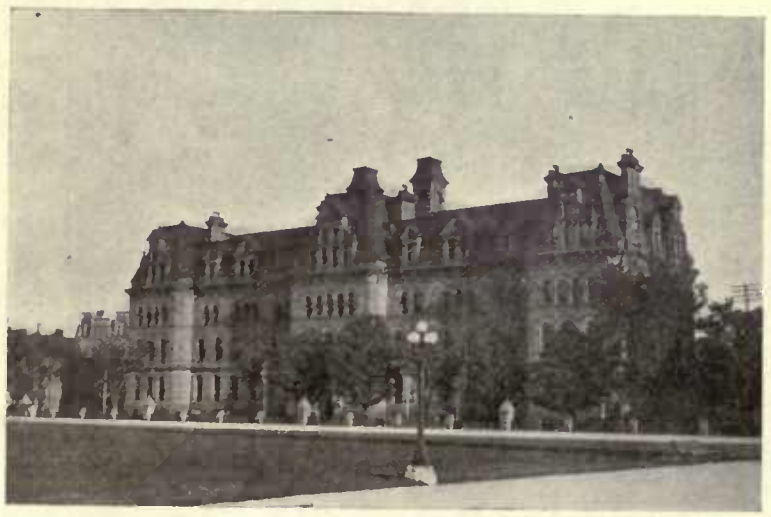
Speaking in Ottawa some time ago Sir Wilfrid (then Mr.) Laurier said : "When the day comes, as it will come by-and-by, it shall be my pleasure and that of my colleagues, I am sure, to make the city of Ottawa the centre of the intellectual development of this country and the Washington of the North."

In 1899 the Federal Parliament passed an act creating "the Ottawa Improvement Commission, with powers to purchase and hold property for the purposes of parks, squares, arenas, drives or thoroughfares." An appropriation of $60,000 a year was voted for ten years, since extended to the year 1919."

This commission consists of eight members—one being appointed by the Corporation, invariably the Mayor, and the others by the Governor-in-Council, and it is by these public-spirited gentlemen that the beautifying of the city and its surroundings has in part been accomplished and is still being actively carried on.

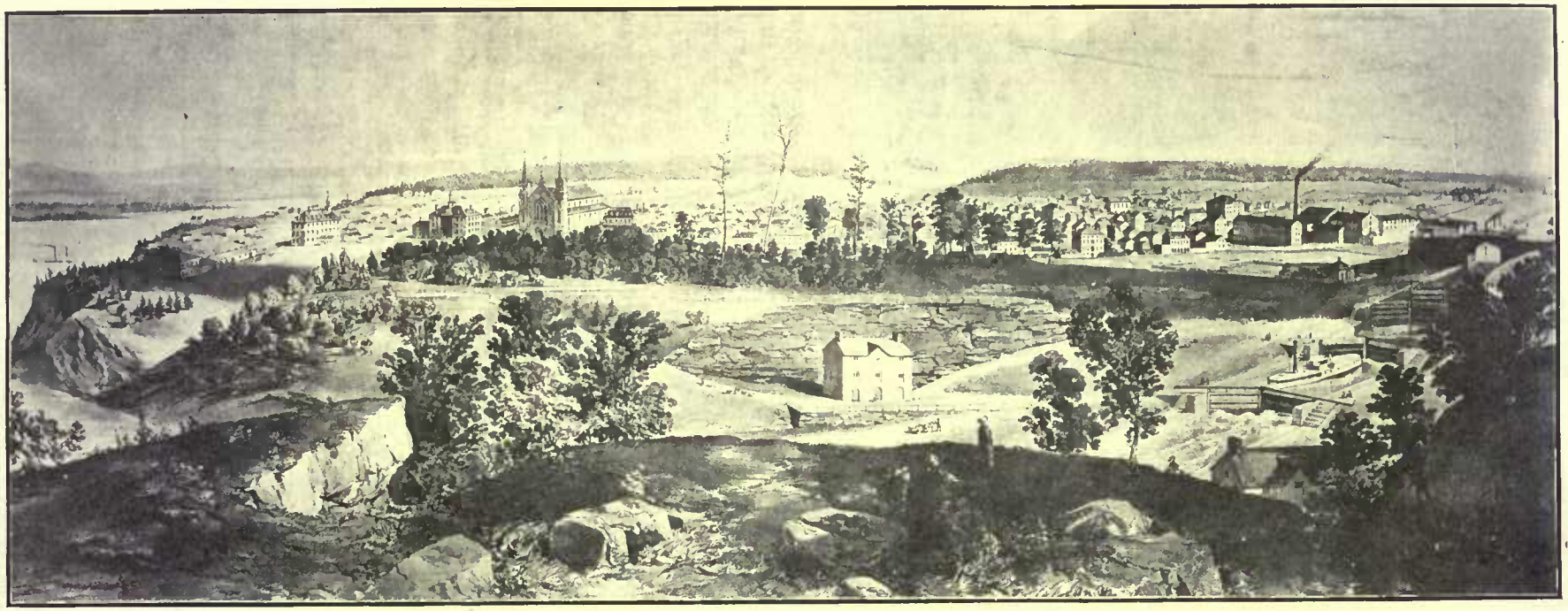
The Driveway, of which views are here given, and of which the extension still proceeds, is one of the most conspicuous of the Commission's labors. It is eventually to be extended as far as Prince Arthur's Islands, which were acquired only some five months ago.

The city contains some eight or nine public parks in or around its confines, and has itself been called one continuous park, owing to the number of splendid shade trees which adorn its residential avenues and streets. In addition to these there is the Rifle Range, said to be unrivalled either in Europe or America, and last, but by no means least, the Capital of Canada is not behind the first city in the Empire in having in Bingham's Playground, a large square in the poorer section of the city, a space equipped with every athletic appliance in which



The Langevin Departmental Building.

The Carnegie Public Library.



The "Lower Town," or older portion of Ottawa, in 1855.

From old Barracks Hill, looking down the Ottawa River and showing the locks of the Rideau Canal, Nunnery, Hospital, Roman Catholic Cathedral, English Hospital, City Hall, French Church, Court House, Bridge across Canal.

The "Upper Town" of Ottawa as it appeared in 1855,

Looking up the Ottawa River from Barracks Hill, now Parliament Hill, showing Suspension Bridge, Chaudiere Falls, Hull, French Church, English Church and Timber Slide.

the heart of a boy can rejoice, and by means of which his body can receive that physical training and exercise so desirable in maintaining the high standard of a sturdy and athletic race.

Of recent buildings, now in course of erection, mention must be made of the New Victoria Museum and of the new building of the Y. M. C. A., both nearing completion. The domestic architecture of the city is both beautiful and imposing—the avenues of luxurious trees containing many beautiful dwellings of fine proportions, which do great credit to the taste and refinement of its foremost citizens.

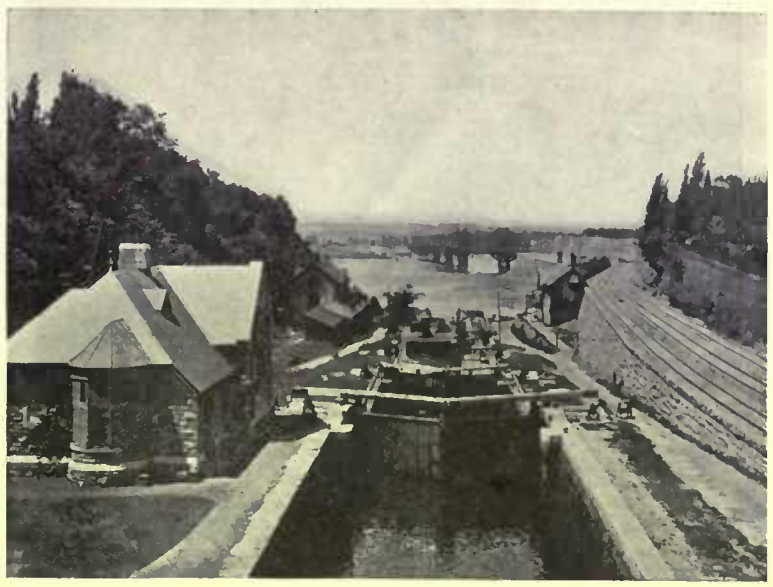
Rideau Hall, the seat of the Governor-General, is a large much added to dwelling enclosed in beautiful grounds adjacent to Rockliffe Park ; but the city's architectural gem is, of course, the stately and beautiful Parliament Buildings, known by means of photographs and drawings all over the civilized world. On the cover of this issue is reproduced a hitherto unpublished photograph of these buildings, taken by Mr. Woodruff of the Topographical Survey of Canada, from whom were obtained other pictures illustrating this article.

It is after all as the seat of the Federal Government of Canada that Ottawa is best known at home and abroad, and surely few Parliaments have the advantage of a position at once so

A view of the Chaudiere Falls from the bridge leading to Hull.

beautiful and so imposing. On Parliament Hill have been reserved all the natural charms which were possible in making space for the stately and commodious buildings themselves ; and perhaps the highest praise that can be given to them—as of all architecture—is, that they but add to the natural beauty of their situation.

Although only forty years have passed since their completion, the transforming hand of Nature, in time and elements, has already touched away the crudity common to all new buildings, and color, such as Nature only can bestow, adds every year to the softness and beauty of their effect, the pure light of the Canadian atmosphere giving full value both to their large masses of light and shade and fine, exquisite detail. Whilst in their solidity they may be said to typify the strength of the Dominion, in the lightness and gracefulness of their effect they may be said to typify its youthfulness and hope, and it is safe to predict



The locks of the Rideau Canal, the Ottawa River and the Inter-Provincial Bridge in the distance.

that every year they will become dearer and their beauties more familiar to all Canadians.

Many things besides beauty of situation and excellence of government tend to make the Federal Capital one of the finest residential cities in the Dominion. It is a city of homes, and distributed among the homes are public institutions which form a necessary complement to home life and tend to general culture and refinement. There are the Free Library, in a handsome building of Grecian architecture ; the National Art Gallery and Fishery Exhibit, now inadequately housed but soon to be removed to the Victoria Museum, erected by the Federal Government ; the Dominion Archives, a place of deep interest to all students of Canadian history ; the Museum of the Geological Survey ; the Central Experimental Farm just outside the city and upon whose lawn stands the Royal Observatory of Canada.

The University of Ottawa—Roman Catholic—is one of the leading educational institutions in America, and the city is well supplied with many first-class colleges and schools, one, the Ashbury College for Boys, having secured land to the extent of seven acres near Rockliffe Park for its future development.

The growth of Ottawa must rest upon a sound industrial and commercial foundation and that foundation now exists. It has unlimited water-power, unrivalled transportation facilities and a situation commanding a large tributary territory. The future of the Federal Capital, even as a commercial city, is assured. Ottawa's outlook is bright.

The Western Departmental Building showing the Mackenzie Tower and the statue of Premier Mackenzie.

A Newfoundland fishing fleet becalmed at sea on a foggy night.

THE HEROES OF THE HERRING FISHERY

Written for CANADIAN LIFE AND RESOURCES by P. T. McGRATH.

THERE is prosecuted during the winter months on the coast of Newfoundland what is known as the frozen-herring fishery, a pursuit more perilous and fatal than any known to mariners in these northern seas. It is followed by Canadian and Ternovan (Newfoundland) and United States fishermen alike. It is an occupation which calls for the most sterling qualities in all who embark in it. The American vessels are mainly crewed by Newfoundlanders, the Canadians equally so, and the Ternovan crafts carry none but natives of the island, as it is well-known that they are the best fishers and best sailors in these ice-cumbered waters. The ordinary landsman can form no conception of what the men must endure who crew these tiny smacks, none larger than 150 tons burthen, and navigate them through this stormy region amid snow, ice and tempest, with danger facing them at every hand.

One of the most thrilling stories of disaster and heroism in this industry, or indeed in the world's records, is that of a frozen-herring vessel, the "Yosemite," Capt. McKinnon, which drove ashore on Ram Island in February, 1896, in a fierce blizzard at nightfall, while bound to Gloucester, Mass., with a full cargo of these fish from Newfoundland. When she struck her crew jumped into the rigging, but the second sea tore the spars out of her and flung her nine men onto the rocks beyond, where the cook was sucked under and perished and the skipper had both legs broken, though his comrades gripped him firmly and prevented his being dragged off also by the undertow. The vessel parted with the next blow and the shattered hull formed a sort of breakwater, which partly sheltered them, but they suffered so much that night that one man perished with cold. The next morning, as the storm had abated, Pat Rose, a Ternovan seaman, swam to the nearest land to seek help, only to find it another desolate islet. Meanwhile the log-line was discovered among the rocks and John Hickey, another Ternovan, swam across to Rose with one end of it, the other being securely fastened to the rock they had left, and by its aid all were safely ferried over, even the cruelly-maimed skipper. On this second islet they found a fisher's hut, with a stove and a stock of wood, but they had only three matches, and two of these would not ignite, so that had the third not done so the men must all have perished. By means of the fire they dried their soaking garments and spent that day and another night in bitter misery, for it was intensely cold and they had not a morsel of food, while the sufferings of McKinnon added to the horrors of the situation. Next morning, however, some settlers on the coast near-by sighting the smoke from the hut, crossed with their boats and rescued the castaways.

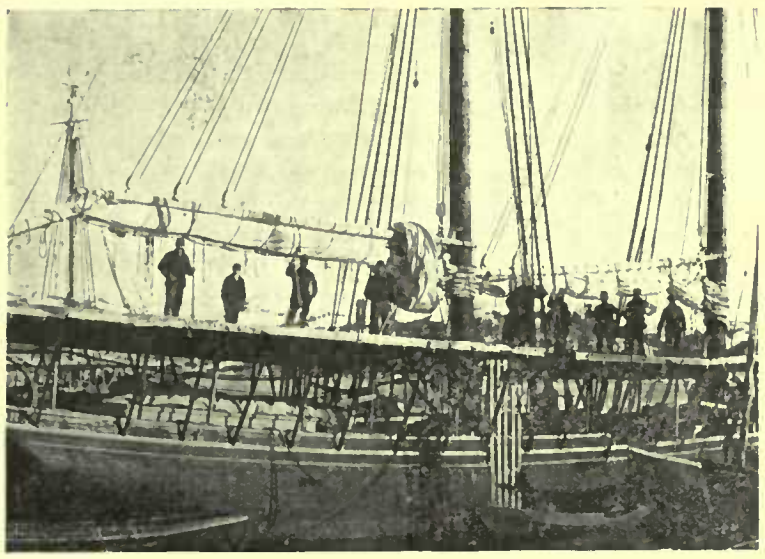
Types of the hardy and brave fishermen who man the Newfoundland herring fleet.

The crippled skipper recovered in due course and resumed this hazardous enterprise, only to perish with all hands in December, 1901, his vessel, the "Parkhurst," being sunk near Cape George in a mid-winter tempest. She and the "Roosevelt" were running for Gloucester with full cargoes when the gale struck them. The "Roosevelt" was hove down and almost dismantled, lying for hours at the mercy of the waves and escaping the other's fate only by a miracle. Around the skipper of the "Parkhurst" centred a most appalling record of human destruction, a series of awesome episodes exemplifying the tragic element in this herring fishery. Captain McKinnon was the last of four brothers, all fishing skippers, and, like

himself, "lost with all hands." His wife's two sisters were married to other skippers, one of whom had met the same fate, while the second had been washed overboard. The former's widow married another fishing master, who, too, vanished with his whole crew, and his grief-stricken wife became insane.

These herring vessels, being so small and heavily laden, have virtually no chance of escape if any mishap befalls them on the passage. During the winter months the waters near Newfoundland are swept by violent storms, which deluge the herring vessels' decks with spray, this freezing thereon and coating the hulls so thickly that the weight of this covering would sink them were it not beaten off. Hence, heavy mallets are carried on every craft for this purpose and are plied incessantly when conditions demand this, though often the men have to improvise cloth masks to protect their faces from the icy particles formed from the flying spray. The frost also hardens their canvas until it becomes like armor-plate and the ropes like iron bars, and it is well-nigh hopeless to endeavor to trim sails or manœuvre the crafts while such weather prevails. Often the vessels are sunk bodily, at other times they are hurled ashore on the rocky coast past which they must run, and occasionally they are sighted by stauncher crafts and the crews rescued in the very nick of time.

The resource and daring of these fisherfolk, moreover, are something remarkable. Some years ago a herring vessel was



A Newfoundland herring vessel showing the scaffold above deck on which the fish are frozen.

driven ashore on the outermost rock off the west coast of Newfoundland and beaten into fragments. She was crewed by five brothers named Gallop and two other seamen, all hardy Ternovans, but when the vessel collapsed one of the brothers and a seaman were killed and the second seaman badly hurt, dying from his injuries later. The four brothers, with only a pocket-knife, cut from the battered hull enough wood to make a frame, and with canvas from the mainsail, which they hooked up, and with spun-yarn from the ropes they could reach, they fashioned a rude canvas boat in which they journeyed across to the mainland, forty-five miles distant. They had no drinking water, as they lacked a receptacle to contain it; their only food was the frozen herring they had got out of the hold, and they kept their strange craft fairly free from leakage by constantly bailing her out with a "sou-wester" hat belonging to one of them. On reaching the mainland they found themselves thirty miles from any habitation, with winter holding the land in its grip, so they improved their boat by further supports cut from a deserted fish-house they found, and by subsisting on the cods' heads lying there, were enabled to reach a settlement in safety.

The courage of these herring-fishers is manifested in various other ways. One vessel sighted another badly disabled off the Ternovan coast last winter, her decks almost level with the waves and her crew looking into the very jaws of death. A furious gale was raging, but the helping craft stood by the helpless one till she saw a favoring chance and then ran down upon her, "dousing" canvas and drifting bodily onto the wreck at the

A fleet of herring vessels blockaded by an ice-field in a sheltered cove

last, as no boat could live in such a sea. The rescuing crew and the imperilled one lined the side of their respective vessels, the former throwing ropes to the latter to help them to safety, while the rescuing craft slightly "rammed" the other and plucked off her men as the wreck sank. It was a most dangerous method to adopt—foolhardy, indeed, but there was no alternative—as a blow from the sinking craft might have seriously damaged the other and risked the lives of both crews. But there were fellow-beings to be saved, and these northern fisherfolk were never the ones to count their own security as anything when they see others in peril.

Volumes might be written of the hazards and the heroism of these herring-fishers—of dire disaster from ice and storm; of entire crews sent to the bottom; of gallant men washed off the decks while toiling bravely to keep their crafts afloat; of ship after ship making port with every man aboard frost-bitten severely; of men with broken limbs or terrible injuries suffered in the midst of storms; of crafts driven against rugged shores, and of misery and hardship in their worst forms. But year after year the fish have to be got, and only by taking such risks can they be secured, and thus it is that these terrible adventures are constantly being met by these hardy fisherfolk, and that the tales of dauntless deeds are annually being recorded, proving that the manly virtues of seafarers from this rock-bound coast are as strong as they were in days of yore. Heroes of the herring fishery they are here called, and well do they deserve that title, for time and time again do they prove that they possess the high quality of heroism.

Herring fishermen returning to their vessel after having visited their nets.

SOME CANADIAN PARKS

BEAUTIFUL ROCKLIFFE, OVERLOOKING THE SURGING OTTAWA, THE FAVORITE RECREATION GROUND OF THE CITIZENS OF OUR NATIONAL CAPITAL

(Written for CANADIAN LIFE AND RESOURCES by WALLACE STEVENSON.)

Along Rockliffe's shore.

MANY men and women, conscious of the vast extent and area of the Dominion of Canada, fail to appreciate the need of preserving comparatively small tracts of land in or around the cities and towns. That this preservation is desirable and even urgent is exemplified by the Mount Royal Park of the commercial metropolis, for already Montreal is surging around the mountain like an encroaching sea.

Fortunately, however, there are not a few in most of the cities and towns of the Dominion who are farseeing enough to provide for the health and happiness of future generations, and, at the same time, to add to the beauty and salubrity of their homes. Hence we have such organizations as the Parks Association of Montreal and the Improvement Commission of the Federal capital, which latter, whilst doing much for the city's general embellishment, pays especial attention to the acquisition and preservation of its parks.

By the courtesy of Mr. Chartres Cunningham of the Improvement Commission of Ottawa, a picture is here given of Mr. Cunningham himself "taking possession" of the latest addition to the parks of Ottawa—the three Prince Arthur's Islands up the river—and it is the intention of the Commission to extend, for another four and a half miles, the already famous Driveway, to this spot.

The beauties of the Rockliffe Park can be appreciated better from the accompanying views than from any written description which can be given. But visited on one of those beautiful autumn days which are the joy of all true Canadians, its vistas of beauty and color, of light and of air, create an impression not easily laid aside.

Whatever may be one's prejudice as regards the electric cars, it is impossible to deny the advantage of being carried, in the space of a few minutes, for the sum of a few cents, from the centre of a city to such a spot of rural quiet and beauty as Rockliffe, with its vistas up and down the rivers and of the Laurentian Mountains.

A quiet road leading into the woodlands of Rockliffe Park.

Although differing from some parts of the Far West in their "wild joy of mere living," the characteristics of Canadian landscape are everywhere the same—the large and luxuriant growth, glorious, intensely rich, but curiously chaste to color, and the sense of sweet, dry, air-washed leaves and grass such as no other country affords. These tall stalks of maple, birch and fir are not destined to fall beneath the axe to provide lumber for what are known as utilitarian purposes, but are preserved, for all time, to add to the beauty, dignity and healthfulness of the Capital.

If the scenery seems homely to those who have witnessed and lived among the grandeurs of the West, this is in part due to the evidences of toil and industry seen up and down the stream and in the opposite city of Hull. Such evidences, whilst destroying much of nature's virgin charm, reveal, however, new beauty to the thoughtful mind as one realizes how short is the space of time since Colonel By and his comrades essayed and built that first unfortunate bridge. Man has here chained the forces of nature to his will; raised great works and started carrying the refinements and supplying the needs of civilization across this vast Dominion. But even these evidences of toil, as seen from the Park, softened by a misty morning, or bathed in a sunset's glow, receive a beauty all their own, from the roofs of the over-river factories to the lumber-rafts upon the shore, where they lie at anchor, flat and sheeny, like the lid of some Chinese puzzle.

There are other parks in and around the Capital, and these with the beautifully wooded walks around the Parliament Houses and the long leaf-lined avenues which comprise the residential portion of the city, have given rise to the saying that Ottawa itself "is one continuous park."

There can be no doubt that other Canadian cities and towns will follow the example of the Capital in providing and preserving open spaces for the use and enjoyment of one and all. Since the appointment of the Improvement Commission Ottawa has certainly done her share, or, perhaps, in proportion to her present size, more than her share, if such is possible, but the future—and as development is now taking place, the near future—will prove how wise and necessary it was to preserve, for all time, such spots of natural beauty as the city possesses and to embellish others by nature not so fine.

The need in and around our cities of acquiring open spaces to be preserved against the encroachments of time cannot be too strongly or too often insisted upon.

There always have been and there always will be a large number of citizens, especially the young, who cannot, at the end of a day's or a week's work, take a journey away from their home to enjoy those natural beauties which are not only the rightful inheritance of all men, but which do so much to rest the spirit and restore the soul.

Nature is as much Nature in a suburban park as she is in

the heart of the Rockies, and pure air, green trees, running water and blue skies, will always bring to men and women at least a reflection of that peace and joy which, coming from Nature's God, passes all understanding.

The electric car-line leading to Rockliffe Park passes many points of interest. Leaving the heart of the city it crosses the Rideau Canal just above that remarkable succession of locks which, within a distance of a few hundred yards, overcome a difference in level of nearly ninety feet. Passing through the older quarter of the city, known as Lower Town, it comes out upon the bank of the Ottawa River, which is followed until the Park is reached. The line passes the Roman Catholic Cathedral, the Canadian Archives, the Canadian Branch of the Royal Mint, Earnscliff, for many years the home of Sir John Macdonald; then it crosses the Rideau River just above those "curtain-like" falls which give the river its name and over which it pours its waters into the Ottawa. Just across the Rideau is Government House, the residence of the Governor-General, surrounded by

View of a driveway in Rockliffe Park, winding through sunlit woodland.

spacious and very pretty grounds. Shortly after passing the main entrance to those grounds the line enters Rockliffe Park, the road winding along the wooded bank of the Ottawa, which here rises abruptly from the river and finally becomes a steep, high bluff, whose base is washed by the swift current of the great river of the North.

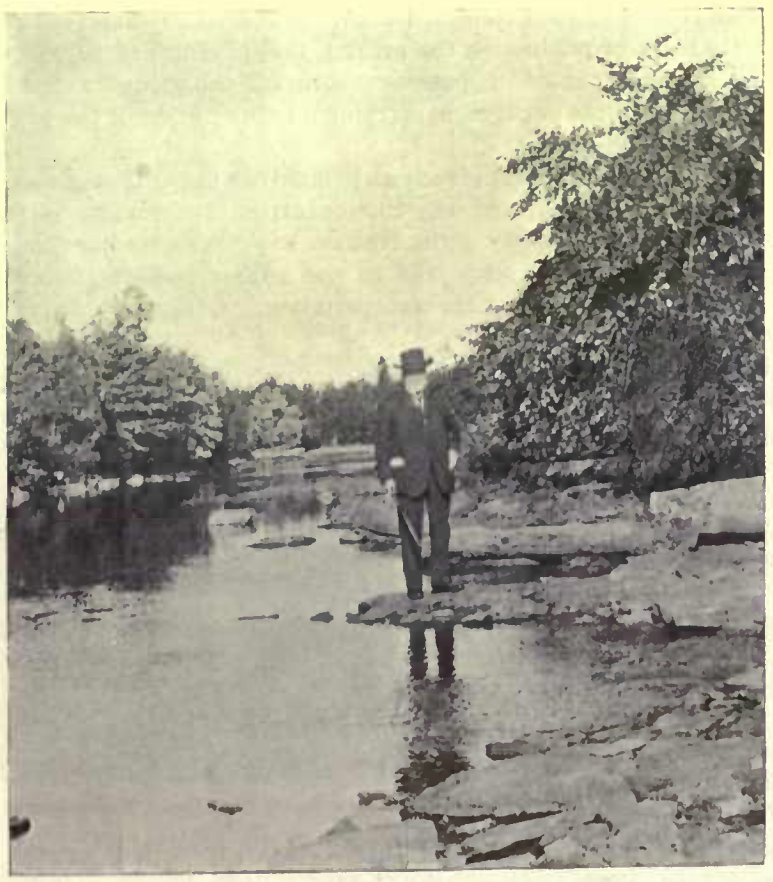
When the Park was established about twelve years ago seventy-five acres were purchased by the city. This tract included the high bluff, which gives the Park its name, and a long strip of land along the river. Drives and walks were at once laid out and a spacious rustic pavilion or look-out was erected on the summit of the bluff, from which can be had a charming view of a long stretch of the Ottawa River, of the mouth of the Gatineau River and of the Chelsea Hills, which form the sky-line to the north and west.

Shortly after the Improvement Commission took charge of the work of beautifying Ottawa, the area of the Park was increased by the addition of one hundred and ten acres, which gave the Park greater depth and extended it farther down the river.

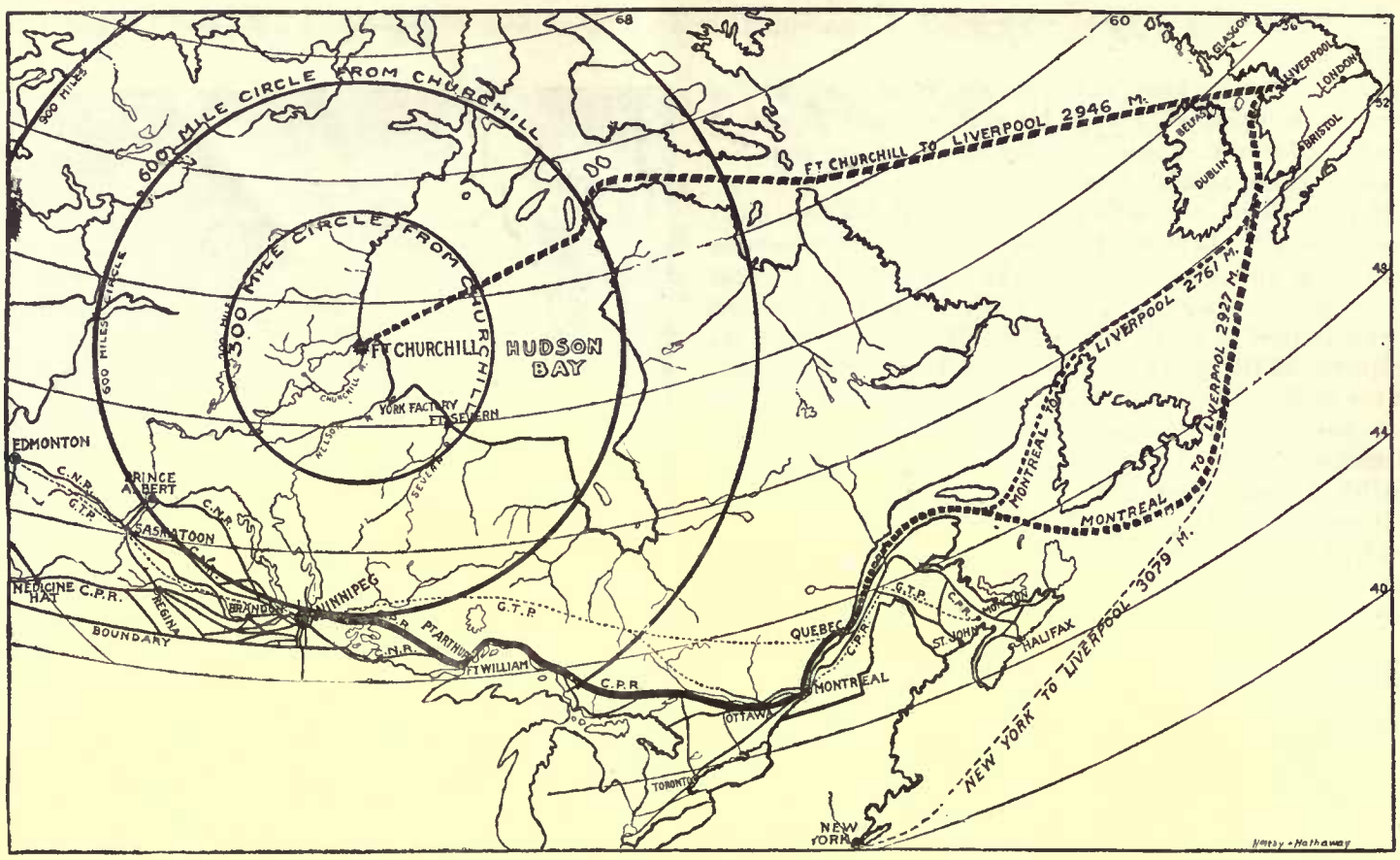
Looking across the Ottawa River from Rockliffe Park, showing the little hamlet of Gatineau Point on the opposite bank.

The land acquired did not require embellishing. "All that was needed was to clear it up and leave it just as Nature had made it." The Park now stretches along the bank of the Ottawa River for more than a mile and it has an area of one hundred and eighty-five acres.

Opposite the Park and standing on a long neck of land reaching far out into the river is the village of Gatineau Point, in the Province of Quebec—a typical French-Canadian hamlet of raftsmen and lumber-jacks. The Ottawa River here is narrow, but swift and deep, the chanuel in many places having a depth of eighty feet. Boatmen are always at hand to ferry visitors over from the Park to the Quebec shore.



Mr. Chartres Cunningham of the Improvement Commission taking possession of the latest addition to the parks of Ottawa.



This map shows the strategical advantage of the Hudson Bay route from the wheat-fields of the West to the markets of Great Britain. Fort Churchill, it will be seen, is relatively in the same position to Liverpool as Montreal is, and over 100 miles nearer than New York. The 600-mile circle from Fort Churchill is just north of Winnipeg. Prince Albert is within the circle; Saskatoon, Regina and Brandon just without.

FROM CHURCHILL TO LIVERPOOL

UNDER conditions possessing the elements of average safety and convenience, water transportation is and in all probability will continue to be cheaper than transportation by land. Even when the haul is much longer and the service of necessity considerably slower, the water route can successfully compete with the railway. This is especially true in the case of freight whose bulk is very great in proportion to its value, which is the case of breadstuffs and animal products. With respect to such freight, the nearer the water route comes to the scene of production the greater the advantages it offers and the more value it possesses both for the producer of the freight and those engaged in carrying it to the market of the consumer.

With these general principles in mind one has only to glance at the map to understand why the route from the Canadian West to Great Britain by way of the Hudson Bay has such compelling claims to public attention and to the serious consideration of those directly interested in transportation. Geography is certainly in favor of the Hudson Bay route—in fact, so decisively in its favor as to assure it in the near future an unrivalled position among the great freight-carrying routes of the western world. Of course, in considering this project from this standpoint, it is taken as established that the Hudson Bay and Strait are safely navigable to commercial shipping during at least three or four months each year. This has been thoroughly enquired into and those willing to become financially interested in the route are satisfied that the navigability of these waters has been established. The port on Hudson Bay that with respect to this projected route would occupy a position analogous to that now occupied by Montreal on the St. Lawrence trans-Atlantic route is Fort Churchill, where, it is expected, grain will be put on shipboard for Liverpool just as grain is now loaded on ocean-going ships at Montreal.

Saskatoon may, in a general way, be taken as the central point of the West. From Saskatoon to Montreal is 1,924 miles, and from Saskatoon to Churchill 806, a difference of 1,118 miles in favor of Churchill. From Churchill to Liverpool the distance is 2,946 nautical miles, and from Montreal to Liverpool by the shortest route 2,761 miles. The centre of the Canadian West is 3,752 miles distant from Liverpool by way of the Hudson Bay, route and 4,685 miles by way of Montreal. There is not only a difference of nearly a thousand miles in favor of Hudson Bay, but the land haul by the latter is much less. Water transportation can be had from Port Arthur eastward, but the distance from Saskatoon to Port Arthur is 924 miles and from Port Arthur to Liverpool 4,494, a total of 5,418. Even by this much longer route the land haul is greater than by way of Churchill.

The barracks of the Royal North-West Mounted Police at Churchill, Hudson Bay.

In order to connect Churchill with the existing system of the Canadian Northern Railway, it will be necessary to construct from Le Pas northward a branch line 474 miles in length. Such a line would complete the land-link in the route and at the same time open up an area known to possess valuable resources.

OUR HISTORY IN STATUES AND MONUMENTS

XXIII.

The late Sir Alexander Tilloch Galt.

THE encouragement of home industries by means of customs duties on imports — a policy commonly known as protection—found in this country, in the late Sir Alexander Tilloch Galt, one of its earliest and ablest advocates. Exactly twenty years before the National Policy of 1879 went into operation, he led the Canadian Government to take a step in the direction of protection and by so doing he pointed out the path which for almost a third of a century has, on the whole, been consistently followed by the various groups of men who have directed the affairs of this country.

Born of Scottish parents at Chelsea, England, on September 6th, 1817, Alexander Tilloch Galt at the age of eighteen years came to Canada as agent of a land company with which his father was connected. He settled at Sherbrooke, Que., and in 1849 that town elected him a member of the Legislative Assembly of United Canada. His moderation and breadth of mind, his ability and industry soon won him a prominent place in the Legislature, and when, in 1858, the Brown-Dorion Government resigned after holding office for not qulte forty-eight hours, the Governor-General called upon Mr. Galt to form a Government. Although personally popular on both sides of the House, he had no large personal following and he declined the onerous task. The Macdonald-Cartier ministry that had gone out of office two days before was thereupon reorganized under the name of the Cartier-Macdonald Government, and by means of the famous "Double Shuffle," the old ministers with new portfolios avoided the uncertainty of an election. In that Government Mr. Galt became Minister of Finance. In the following year he introduced into the House a new customs tariff somewhat higher than the old one and having a distinct leaning to protection. The Duke of Newcastle, then Colonial Secretary, "under pressure from manufacturing constituencies in Great Britain, protested and threatened disallowance, but Galt stood firm." It was in 1879—just twenty years later—that the "National Policy" of Sir John Macdonald, the basis of our present fiscal policy, went into effect.

The monument marking the grave of the late Sir Alexander Tilloch Galt in Mount Royal Cemetery, Montreal.

Early in his public life Mr. Galt recognized that a larger career was possible for his adopted country than that which was then being followed. The difficulties, which at times amounted almost to impossibilities, of carrying on the Government of United Canada he not only saw clearly, but the burden of it he had helped to bear on his own shoulders. There was one way open, not only to Canada but to all British North American possessions if they wished to become self-sustaining portions of the Empire, and that was union—to join hands, to work together and to carry their dominion westward to the shores of the Pacific Ocean. And so when Mr. Galt accepted office in 1858 in the Cartier-Macdonald Government, he did so on the express stipulation "that federation should be actively supported by the new ministry." From that time until success crowned their efforts nine years later, Mr. Galt labored faithfully and effectively with that group of public men upon whom the Canadian people have, somewhat in a spirit of reverence, bestowed the title of Fathers of Confederation. He attended the Quebec conference of 1864 at which were adopted the resolutions which formed the basis of Confederation, and when, in the following February, the resolutions were introduced into the Canadian Parliament, he was one of their eloquent defenders. The resolutions were passed in the House by a vote of 91 to 33 and in the Legislative Council by 45 to 15. Four members of the coalition cabinet—Macdonald, Brown, Cartier and Galt—were immediately sent to London to confer with the Imperial Government upon the question. In December, 1866, the conference at the Westminster Palace Hotel, London, was opened, at which was framed the Confederation bill. By the following March it had passed both Houses of the Imperial Parliament and received the royal assent under the title of the "British North America Act," and it went into force on July 1st of that year. At the London conference Mr. Galt secured the insertion into the bill of the clause protecting the rights and privileges of minorities who came into the Confederation with established separate school systems.

In the first Federal Government of which Sir John Macdonald was Premier, Mr. Galt was Minister of Finance, but before the year was out he resigned office. In commenting upon this Dr. Parkin in his Life of Sir John Macdonald says: "Galt, whose reflective and independent temper had always made him an unsatisfactory party man, resigned towards the end of 1867 for some reason never fully explained, and was succeeded by Mr. (afterwards Sir John) Rose." However, he continued to sit in the House until 1872, when he declined nomination and for a time retired to private life. His work in aid of Confederatiou was recognized by a knighthood conferred in 1869.

Shortly after the return of Sir John to power in 1878, Sir Alexander Galt was made High Commissioner for Canada in London, a position he held until 1880. The remaining years of his life were spent in retirement and he passed away on September 19th, 1893.

Sir Alexander Galt was one of the ablest debaters of his time; his ability as a financier and man of affairs was of a high order; and besides these excellent qualities he possessed marked integrity and an independence of character which raised him far above the level of the ordinary partisan politician. He well

earned the respect in which his memory is held to-day. Besides his achievements in public life, Sir Alexander Galt did much that entitles him to remembrance. During his connection with the land company, of which his father was a prominent official, he founded the town of Galt, Waterloo county, Ontario, a few miles south of Guelph, founded by his father. It is an interesting fact that his son, E. T. Galt, has been one of the leading promoters of Lethbridge, Alberta, one of the thriving towns of New Canada in the Great West. Thus to the third generation the Galts have been connected with the development of the country.

He was President of the St. Lawrence and Atlantic Railway, now the eastern division of the Grand Trunk Railway, and subsequently in partnership with the late Hon. Luther Holton, for many years the Liberal member for Chateauguay county, Quebec, he constructed several sections of the Grand Trunk Railway west of Toronto.

A party of ploughmen breaking the ground for fall wheat eight miles from Calgary.

NOTES OF THE WEST

THE impressions of the recent visitors of the National Editorial Association of the United States made by their three weeks' tour of the Canadian West are coming to hand in articles written for their respective papers.

The editorial correspondent of the Monticello, Iowa, *Express*, writes of "A great country and its great prospects." He goes on to say that "One cannot cross Western Canada without being impressed with its immensity of territory, its resources and its future prospects. I was greatly surprised. Where I expected to find frontier villages there were substantially built cities and towns with every modern convenience. The 21,000 miles of railway will be doubled in the next decade, the land values will more than double, and the population will correspondingly increase. The Dominion has a good Government, and there is a decided respect for law. The Sunday laws are strictly enforced. There are no ball games on that day. One cannot make a two thousand mile trip across what used to be termed 'The unexplored North-West Territory,' and back again without being impressed with the material resources of that country. It was formerly supposed that the climate was too severe to be thought of as an agricultural country, but its wheat-raising possibilities have been amply tested."

The Kokomo, Indiana, *Tribune* gives prominence to Fort Frances, just over the Minnesota border, where "we bade adieu to the United States and entered Canada." "Rainy Lake," he writes, "is a link in the water route travelled by the early French *voyageurs*, the pioneer fur-traders, the first settlers and the military expedition which destroyed the first Riel rebellion in 1870." Passing westwards, he observes, "Perhaps no district in America during the last twenty-five years, taking the same area, has produced more grain than the renowned Portage Plains district." Along the Canadian Northern "we pass many thriving new towns, none of them more than three or four years old, yet all of them substantial and progressive. Banks and schools, hospitals and Y.M.C.A.'s, hotels and churches are soundly established everywhere." On the outward journey two places of particular interest to claim the attention of the party were Humboldt and North Battleford. Battleford was the first capital of the Territories of Canada, situated at a junction of the Saskatchewan and Battle rivers—this particular stretch of country is a paradise for those who enjoy duck shooting. "Edmonton, the capital of Alberta, nearly 400 miles north of the Montana border, the great northern city of Canada, has a population of approximately 20,000. It is situated on the Saskatchewan River. It has doubled its population in five years. No man can accurately foretell the proportions a city favored with Edmonton's geographical position may yet assume. For a thousand miles northward good wheat has been produced. Athabasca Landing, Lesser Slave Lake, Great Slave Lake and the navigable waters of the great Peace River will yet see hundreds of thousands of people filling that country, who must accept Edmonton as a starting point. Perhaps Edmonton possesses the richest soil of any district in the West. It possesses a generous supply of timber and it has an unlimited supply of coal."

The Commonwealth, of Greenwood, Le Flore county, Mississippi, records that "the Dominion of Canada is 250,000 miles larger than the United States. She has a liberal and progressive form of government and her natural resources, which are the marvel of the world, are only partly developed. The Provinces of Saskatchewan and Alberta would each make six or seven States as large as Mississippi. Canada offers the latest and the newest undeveloped grain and farming lands to be given to homesteaders. Everywhere in Canada, new and old, one is impressed with the exalted character of the public officials, as well as with the magnificence of the public school buildings."

Descriptive epithets are used in the article, as follows: "Progressive Edmonton," "Thriving Calgary," "Picturesque Laggan," "Beautiful Banff." It is noted that "Calgary, at the foothills of the Rocky Mountains, is the centre of a great cattle-ranching country and is 3,000 feet above the sea-level. All that pertains to making an active, enterprising city of 25,000 people is found here. She has cheap coal at her doors and is drilling for natural gas. The Canadian Pacific is spending millions here in great irrigation schemes. The city is built up with beautiful native stone, which presents a very pretty appearance."

At Lethbridge "the Canadian Pacific Railway is constructing a million dollar steel bridge, said to be the longest and highest bridge in the world—307 feet high and more than a mile long."

The Banner, of Clanton, Alabama, heads its write-up, "Through the last best West." It shows the possibilities of Central Saskatchewan from the average of tests made at the experimental farm, where eleven varieties of wheat sown on April 16th, were cut in 130 days and yielded 4,314 pounds of straw and 43 bushels and 2 lbs. of grain to the acre.

The Birmingham *Age-Herald* is quoted as saying that during the past few months the Calgary district has jumped into the lime-light as a splendid agricultural and live-stock country—as the newly developed Mecca towards which wealth-searchers are turning.

"In its infancy, or rather before it was born," writes Mr. E. W. Thomson, the well-known Canadian correspondent of the Boston *Transcript*, "Regina was 'Pile of Bones Creek.' That embryo condition I saw not so many years ago. Common legend then said that the bones were those of vast successive herds of buffalo which, coming to drink at the creek (now called Wascana River) had been slain by Indians. What may be a better account was given me some years ago by a veteran of the plains, who declared that the buffalo innumerably resorted here when stricken by that disease resembling the mange, to which, and not to skin-hunters, he attributed the general destruction of the great herds which formerly ranged the whole continental prairie West. Here multitudes assembled to drink, and here they died, too weak to depart. Here their bones lay in 1883, though the bone-collectors had already begun to deport them, probably for use in glue-factories and sugar-refining works.

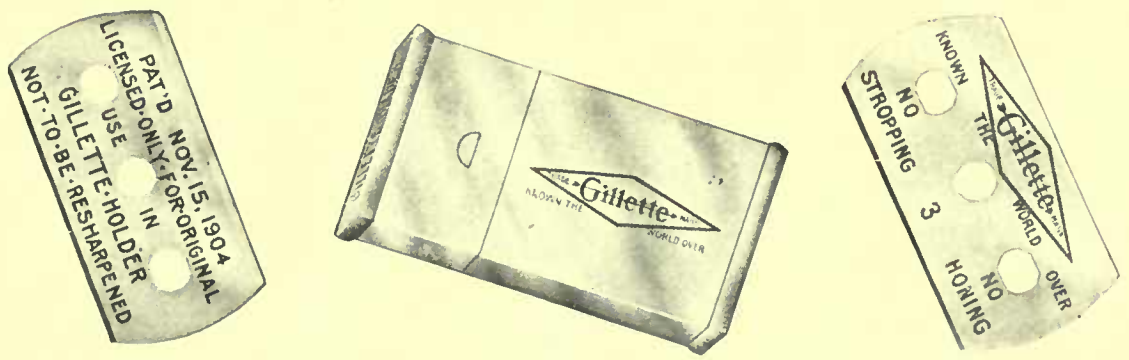
Now Regina is the capital of Saskatchewan Province, a neat, surprising place of about 12,000 souls, where there were 5,500 when I was last here, in 1905. . . . The paved and boulevarded streets are very wide. They look wider, because sky-scrapers are absent and every house has its garden. Stand in the middle, look south. The vista ends in railway trains standing on sidings and elevators loading cars with wheat. Turn around. Away stretches the wide street. . . . What are those small humps at the end of the prospect? Surely not stooks of wheat in late September! But that is what they are. They, and wheat stacks, and piles of straw from the thresher close every vista not barred by elevators and railway trains. For this is the very heart of the wheat region."

In speaking of the heavy burden placed upon the railways by the demand that they carry to market within the two autumn months the immense crop of the West, Mr. Thomson goes on to say that the Canadian Pacific Railway "has tried to meet the requisition by all manner of improvements, most notably to travellers by lowering grades at the expeuse of abandoning hundreds of miles of track and grading which formerly served and which are still visible from the new line. Again, the company has a track so smooth from Fort William to Regina that the cars rather slide than jolt along. But no amount of good railway could handle the present crop, let alone that of the near future before lake navigation closes. To do the job in the time would be to leave the roads with small east-bound traffic for the remaining ten months of the year. Still, what the farmers cry for must be supplied, as far as can be."

Mr. Thomson then explains how another outlet is to be provided by means of the projected railway to Hudson Bay. "The Canadian Pacific Railway, no matter how soon the Hudson Bay line may be constructed, will long continue to have more traffic than it can easily handle. So with the Canadian Northern and the Grand Trunk Pacific. Just meditate on the fact that North America will as surely as anything human can be, have one hundred millions of people within thirty years. That means high-priced land everywhere in districts where tillage may be commercially practicable. It means continual pressure on the facilities of all the transportation lines and all the ports.

Canada is evidently soon to witness another gold rush, writes a Western correspondent. Recent reports from Vancouver, Victoria and Edmonton indicate that the movement is taking form both on this and the west side of the Rocky Mountains, where parties have already outfitted for a trek by land and water in search of the precious yellow metal. The goal of the Argonauts this time is the Upper Peace River and its main and subordinate tributaries. Accounts of rich discoveries have lately been brought out from that region by prospectors, which have created widespread interest. The fact that there is gold in considerable quantities in the Findlay River, one of the principal branches of the Upper Peace and the many creeks running into that stream is not new—though for some years past lost sight of—so that what the prospectors who were in there last season found is in reality a rediscovery. It was in 1868 and 1869 that the wealth of that particular part of an immense auriferous belt that lies in Northern British Columbia was discovered. At that time a large party of miuers, probably 1,000, drifted 300 miles or more north from the famous Cariboo diggings and made their way with great difficulty to the Findlay, where they found gold and worked claims for a couple of seasons with fairly good results, but owing to expense and discouraging labor of getting in supplies the diggings were abandoned.

Saturday, October 17th, was a record day in the history of the C. P. R. freight movement in and out of the city of Winnipeg, no fewer than 2,703 cars being handled in the 24 hours ending at midnight, 715 cars going east.



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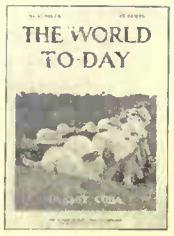

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About Women

ANYONE who took part in or was even a spectator of the public life of the Canadian capital during the first three years of the Liberal *regime*, will remember Lady Edgar, the clever, gracious, tactful woman who during those years presided over the Speaker's residence in the House of Commons. Her husband, Sir James Edgar, had long been prominent in Federal politics, and he ended his honorable career as Speaker of the House. No abler or fairer man ever held that high position.

Lady Edgar comes of an old Loyalist family, her father having been the late Thomas G. Ridout, prominent in his day

Lady Edgar, of Toronto, who has made several valuable contributions to Canadian literature.

in the banking circles of Upper Canada. Lady Edgar has always taken an active interest in "woman's work" and has held high offices in the National Council of Women, the Women's Canadian Historical Association and the United Empire Loyalist Association.

Her pen, however, has made her widest known to the people of Canada, for she has already published several works which form most valuable contributions to the literature of Canada and have given her a place among the foremost writers of Canadian history. Among her best known works on Canadian subjects are "Ten Years of Upper Canada in Peace and War—1805-15," and a "Life of General Brock," forming one of the Makers of Canada series.

An indication of Lady Edgar's manner of treatment and literary style is given by the following quotation from the closing pages of the "Life of General Brock." The passage here reproduced describes the last moments of the hero of Queenston Heights:

"Of the last words of a hero there are always conflicting stories. Some say Isaac Brock called on his men to press forward,

Pain in the Back

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JAS. BRYCE,
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some say he murmured his sister's name; but who can doubt but that his faithful heart, in that supreme moment, was back with his loved ones, and it was not the heights of Queenston he was climbing but the steep cliffs of Guernsey, and it was not the roar of the cannon or the rush of the river that filled his dying ears, but the sound of the waves as they surged in the caverns of his island home. . . .

The noble shaft on Queenston Heights dominates a wide expanse of land and lake. Deep and strong is the current of the river that flows at its base, but not deeper and stronger than the memory of the man who sleeps below."

Canadian women have reason to be proud of Lady Edgar's achievements in the broad field of history.

MUCH has of late years been published in English, Canadian and American magazines respecting the life, the customs and the social pleasures of the French-Canadian people. Some of this bears evidence of being from the pen of those who gleaned their information during the fleeting days of a holiday trip to "Old Canada," while others seem to have taken their information second-hand. If one wishes to obtain in a condensed form a description of woman's life in French Canada one cannot do better than read the article on "French-Canadian Customs," contributed by Madame Dandurand to the "Women of Canada," a most interesting work compiled by the National Council of Women.

Madame Dandurand knows her subject thoroughly, for it is her own people among whom her life has been spent. Her father was the late Hon. F. G. Marchand, for many years a member of the Quebec Legislature and at the time of his death in 1900 Premier of the Province. He also made several valuable contributions to French-Canadian literature. Madame Dandurand is the wife of the Hon. R. Dandurand. Speaker of the Senate during the last Parliament.

A few extracts from Madame Dandurand's article will throw much light upon the life of the French-Canadian woman.

"There is no better housekeeper. In the interior of her house the most minute vigilance together with a desire for the not always attainable elegancies of life, indicate at least a tendency that requires only a little artistic education to blossom forth. . . . . The feasts of New Year and Easter—supreme moments of rejoicing in the lives of the peasants—marriages, visits of M. le Curé, lose much of their attraction and distinction if not preceded by a most scrupulous sweeping and cleaning. The greater the event the more thorough the overhauling. . . . .

In spite of some things lacking in her upbringing, the French-Canadian woman represents in the hearts of her people wisdom. Those who are privileged to attain to her confidence find there good counsel. Her sweetness, like oil, softens manners. Her uprightness, her native purity, have their unconscious influence. She preserves the worship of the ideal. She transmits from generation to generation, by example and heredity, unaffected goodness, moral and physical health. Her country does not ask of her brilliant action, nevertheless the beginnings of our history show that she knows how to perform noble tasks. Since then, in more peaceful times, courage has never failed her in the accomplishment of her patriotic rôle as chief partner in the work of expansion of the French-Canadian nation."

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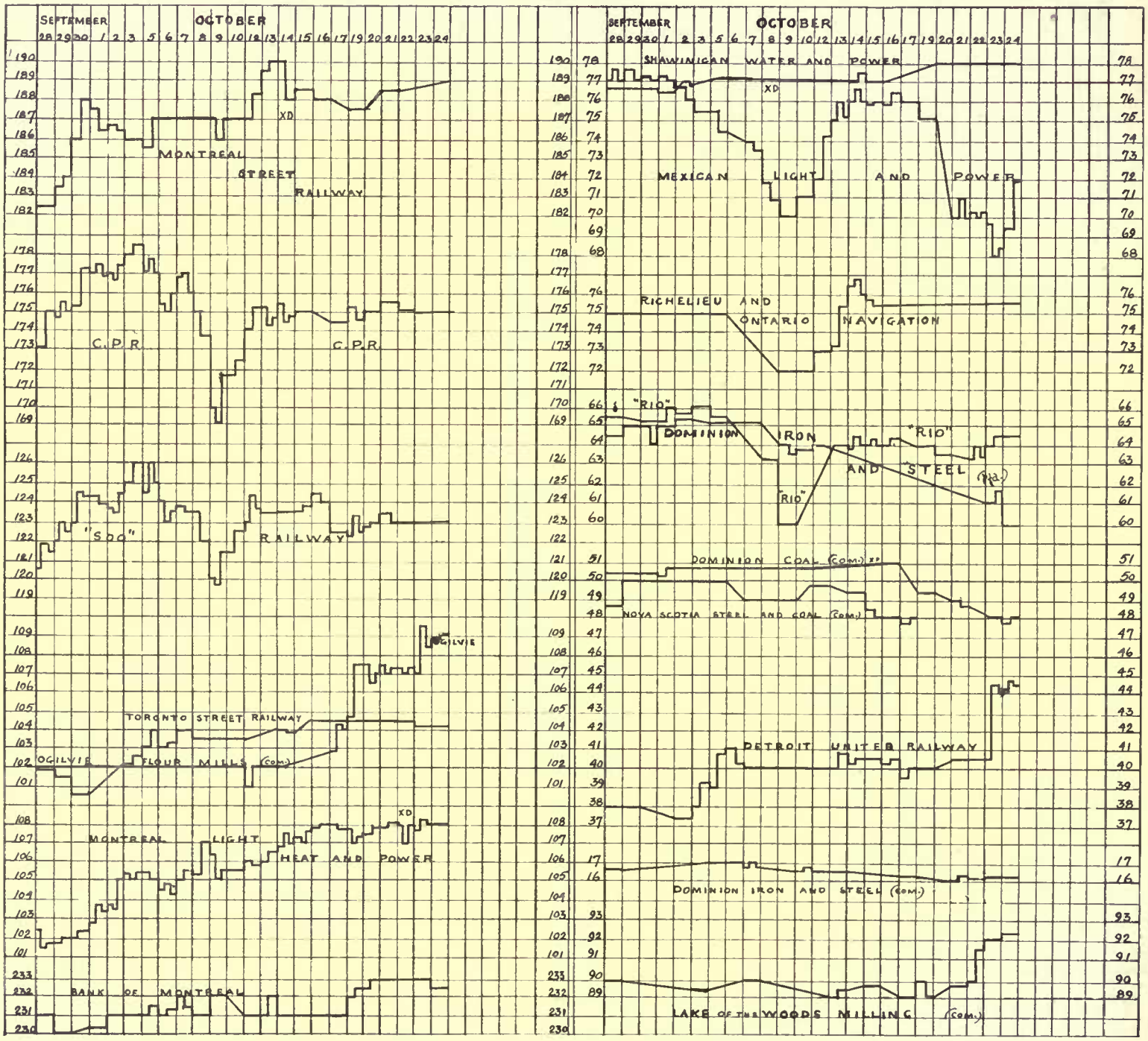
THE TREND OF THE MARKETS

DURING OCTOBER

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH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The Forward Movement. The forward movement in quotations for the representative Canadian stocks, which has been in evidence all summer more or less, did not come to a halt in October. Though no general boom has been seen the net result of the transactions for the first three weeks has been to place the market in general on a distinctly higher level than obtained at the corresponding date in September. Most of the securities scored but slight gains, but some few made important advances.

The elections for the Dominion Parliament have taken up a good deal of the attention of Canadian business men and financiers, and our people have also found time to keep an interested eye upon the electoral contest raging in the neighboring republic.

The Balkan War Cloud. Apart from the elections the event of the month to get the most attention was the breaking out of political complications in the Balkans. Canadian Pacific is the one of our speculative securities most directly affected. Owing to the uncertainty that prevailed in Europe as to what the outcome of the disturbances would be, investors and speculators sold international securities. As C. P. R. is largely held in the United Kingdom and on the Continent, it had to stand the brunt of considerable realizing. There were, however, plenty of people on this side of the ocean ready to take the offerings. Reappearance of weekly increases in reports of gross earnings and the knowledge that the outlook for the next few months is for satisfactory traffic, proved to be factors strong enough to carry the quotations higher than last month's close, in spite of the European selling.

An issue that showed remarkable strength was Montreal Power. It has reached a new high record, some half dozen points above the figure of a month ago. The cause, doubtless, was the disappearance from the contest for civic lighting contracts of the rival Robert Syndicate. This syndicate announced that the contract offered it by the City Council of Montreal was drawn in such a manner as to make it impossible to sign it. So it is presumed that Montreal Power will get a renewal of the lighting contract on favorable terms. Also, it is claimed, that English buying of Power stock has continued on a considerable scale, helping to put the price up.

"Soo" and Mexican. "Soo" Railway common also advanced a number of points. One explanation of the rise is that another issue of new stock will shortly be made, carrying with it valuable rights.

Holders of Mexican Light and Power have been somewhat puzzled over the proposed lease of their company to the Mexican Tramways. They have been told on the one hand that the 4 per cent guaranteed dividend spoken of as consideration is not enough; and on the other hand the party favorable to the lease tells them that their interests will be properly safeguarded. Naturally the quotations have expressed the doubt and hesitancy which

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many of the holders feel. Detroit United has been to the fore again on account of elections for mayor in Detroit. The unfortunate holders are speculating as to whether Mr. Thompson or his opponent will prove the worse enemy.

Flour Milling and Steel. Lake of the Woods and Ogilvie Flour Mills both issued their reports early in October. As expected earnings were less than last year in both cases—owing to the unfavorable harvest of 1907. The large and satisfactory Western wheat crop of 1908 is looked upon as likely to furnish them with the means of making good profits during the current fiscal year, which began on September 1st.

In another month it is hoped the Dominion Steel-Coal dispute will be settled, as it is to go before the Privy Council early in November.

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The Sheffield Choir

THE visit to Canada of the famous Sheffield Choir is a matter of deep interest to all music-loving people. The series of musical festivals to be given by the Choir began in Montreal on November 2nd and 3rd, and the second place to be visited will be Ottawa, the home of Dr. Charles A. E. Harriss, under whose direction the choir will tour Central Canada, giving concerts not only in Montreal and Ottawa, but also in Toronto, Hamilton and London. The conductor of the Choir is Dr. Henry Coward, with Mr. Henry J. Wood as Festival Conductor. The Choir contains two hundred voices, many of them being the very best in Great Britain.

This company of Old Country musicians will receive a hearty welcome in Canada, for their visit cannot fail to benefit music in this country.

Canada still Underated

CANADA, says the Cleveland *Leader*, is still underated, scarcely understood. It is always belittled rather than exaggerated by outsiders. Its future is read darkly through the narrow lens of an inadequate past.

The fertile land which is not too far north or too high above the sea to have fairly good climate, may constitute a comparatively small part of British America, but it is sufficient for a great population and the creation of great wealth. A thin slice of Canada is bigger than many a famous empire. Add the timber, the minerals the water power, the fisheries, the waterways and the ports of the Dominion, and it stands out among the newer lands of the earth as richly endowed, vast of tremendous possibilities.

Every event which centres attention upon Canada turns a searchlight upon crude forces, vast spaces, huge stores of natural wealth—all that makes a young land worth the study of those who concern themselves with the larger movements of human progress. For Canada is essentially young, notwithstanding the three centuries Quebec is celebrating. That city is an ancient gateway in a new empire, a picturesque old fortress guarding a river which drains much untested and unused wilderness.

Make no mistake about Canada. A great nation is growing, faster and faster, across the northern boundary of the United States.

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The late Mr. Greenway

IN Thomas Greenway Manitoba loses one of the greatest figures of its formative period. Thirty years ago he was the colonizer of a wide couutryside, which, largely through his efforts, was transformed from bare prairie to populous communities; he served in the Legislature, as leader of the Liberal party, for twenty-five years; he was Premier of the Province for twelve years, covering a highly critical period; he served four years in Parliament as the representative of a Manitoba constituency; and barely six weeks ago he left public life to become the special representative on the Railway Commission of Western agricultural interests.—*Manitoba Free Press.*

Must Play the Game

IN one of his speeches delivered by Earl Roberts during his recent visit to Canada, the great old soldier spoke as follows in reference to athletic sports: "I notice that your young people take great interest in athletics. I am a believer in their value, if carried out in a true spirit and in moderation. But I hope that young Canadians will always remember that in athletics as in all the relations of life, they must 'play the game,' in the true sense of that term. They must play for the sake of the game, preferring to lose it fairly rather than to win it unfairly. They must be ready not to grudge their opponents every fair advantage, and they must be prepared to lose with good temper and to win without boasting."

In commenting upon Earl Roberts' utterance, *The Educational Review* of St. John, N.B., writes: "Words from a man whose character speaks must bear weight, and they are commended to the earnest attention of our teachers. The desire, especially among young people, to 'win the game,' is so strong that, in their eagerness to win, the spirit of fair play and a generous respect for opponents are lost sight of. This desire should be corrected by precept and example.

The British nation is famous for its love of fair play. Sometimes there are exhibitions of brutality among the lower classes, but that is far better than the treachery and fraud that mark the lower classes of many other nations. The English gentleman is the simplest of men in his tastes and pleasures, and the fairest of sportsmen. As such he is a model.

The Olympic games in London a few weeks ago brought athletes from all nations to strive together in feats of strength and endurance. How Canadians conducted themselves is thus referred to by the London *Times*:

'The bearers of the red maple leaf have shown throughout these games a dogged pluck and a cheerfulness in the face of disappointment which the reqresentatives of none of the other nations have surpassed.'

This is certainly gratifying to Canadians, and it is a good opinion that we should strive in every possible way to uphold. What signifies it if a game is lost or a prize foregone, provided one holds his reputation for clean sport and honest dealing? A victory over one's self is of far greater importance than a victory over a competitor; and teachers should never weary of cultivating a spirit of generous fair play that shall be sufficient to enable boys and girls 'to lose with good temper and to win without boasting.' Such a spirit is a part of the nature of most young people. It is corrupted by low ideals and low companions."

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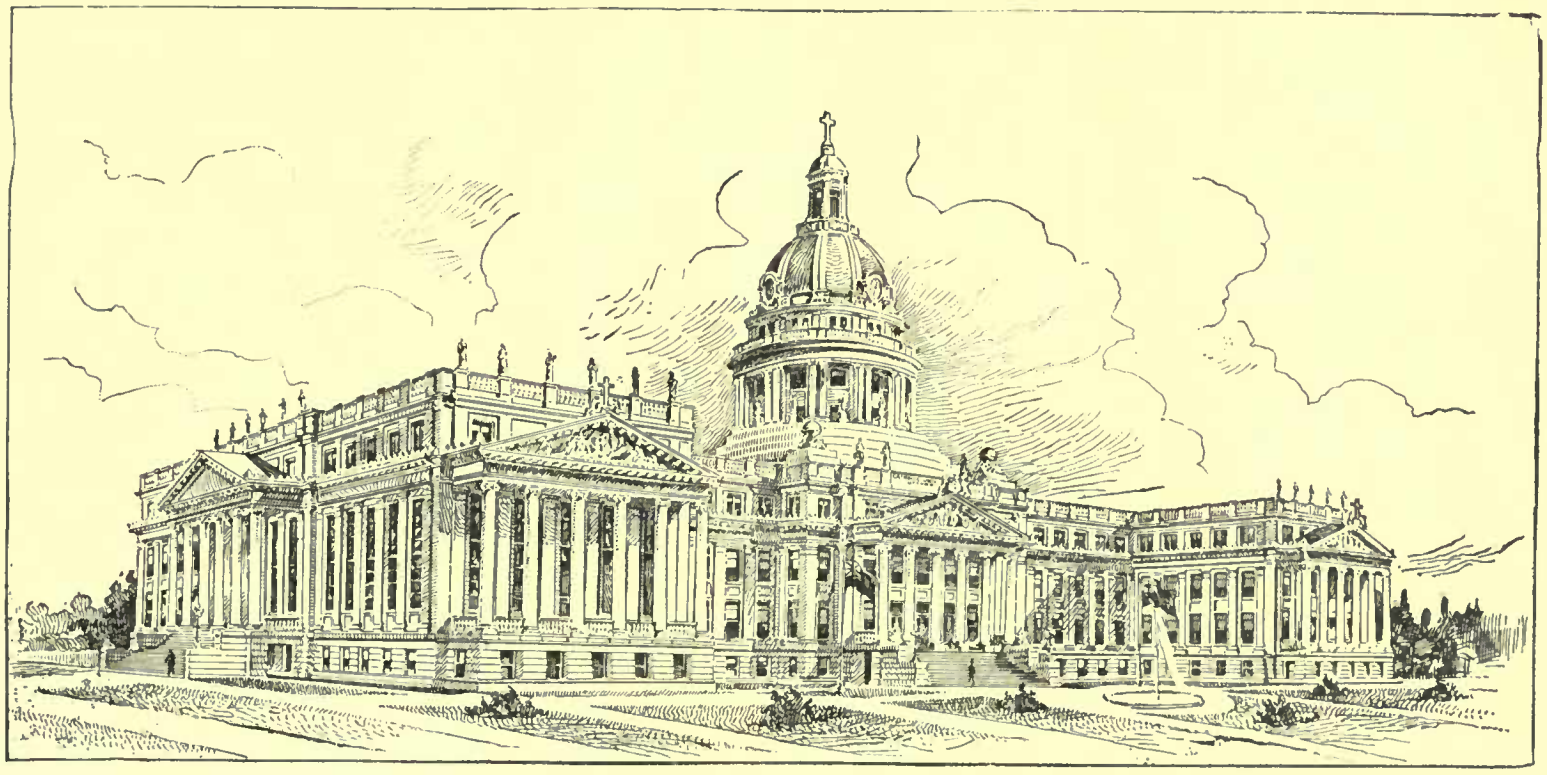

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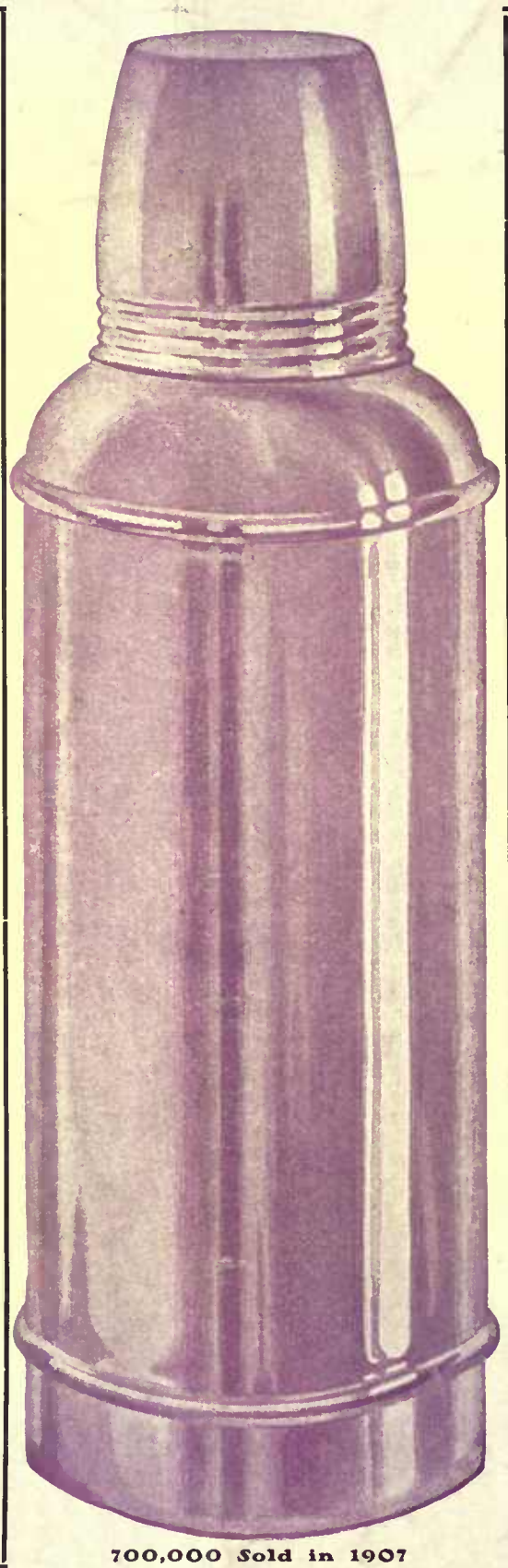

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